

IN THE CLAIMS:

Please cancel the previous version of claims 8 and 9 and rewrite claims 8 and 9 as follows. (Pursuant to 37 C.F.R. § 1.121, the following is a clean copy of the amended claims. A marked-up version of these claims is attached hereto on a separate sheet.)

8. (Five times Amended) A rail track comprising at least one rail supported by a non-compressible, concrete base body, with the base body provided with a channel for receiving the rail such that a running surface of a head of the received rail lies free, with a bottom of the channel provided with a first layer of yielding material, wherein along its entire surface the first layer contacts the channel bottom and extends under a bearing surface of a foot at the bottom of the rail, with rail side surfaces between the running surface and the bearing surface of the rail, wherein each rail side surface is completely covered with a second layer of yielding material within the bounds of the channel, wherein stiffness provided in the horizontal direction by the second layer on each side surface is greater than stiffness provided in the vertical direction by the first layer, wherein the bottom of the channel fully supports the rail and wherein the first layer of yielding material and each of the second layers of yielding material are physically separate from one another.

9. (Once Amended) The rail track as claimed in claim 8, wherein the space between the second layer and the channel is filled with a filler body of non-compressible material.

Please add new claims 15-19.

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15. -- 15. A rail track comprising at least one rail supported by a non-compressible, concrete base body, with the base body provided with a channel for receiving the rail such that a running surface of a head of the received rail lies free, with a bottom of the channel provided with a first layer of yielding material, wherein along its entire surface the first layer contacts the channel bottom and extends under a bearing surface of a foot at the bottom of the rail, with rail side surfaces between the running surface and the bearing surface of the rail, wherein each rail side surface is completely covered with a second layer of yielding material within the bounds of the channel, wherein stiffness provided in the horizontal direction by the second layer on each side surface is greater than stiffness provided in the vertical direction by the first layer, wherein the bottom of the channel fully supports the rail and, wherein the first layer of yielding material and each of the second layers of yielding material are physically separate from one another, wherein the space between the second layer and the channel is filled with a filler body of non-compressible material.

16. The rail tract as claimed in claim 15, wherein the second layer has a greater stiffness than the first layer.

17. The rail track as claimed in claim 15, wherein the second layer has on one side of the rail a different stiffness than on the other side.

18. The rail track as claimed in claim 15, wherein the cross-section of the rail is asymmetrical.